

B. P. TAYLOR
Secretary

Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY

Sole Agents for the

UNITED ASBESTOS CO.

LIMITED, LONDON

DODWELL & CO., LIMITED

General Managers.

NEW SERIES No. 3034. 日七月初四年八十二號光

WEDNESDAY, MAY 14, 1902.

三拜禮

四月五英港

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,700,000

Head Office: YOKOHAMA.

Branches and Agencies: TOKIO, KOBE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENSIN, NEWCHWANG, PEKING.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD., PARKS' BANK, LTD.

THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

" " 3 " 3 "

TARO HODSUMI, Manager.

Hongkong, 27th March, 1902. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$10,000,000

Reserve Fund—

Sterling Reserve \$10,000,000

Silver Reserve \$4,250,000

Reserve Liability of Proprietors \$10,000,000

Court of Directors:

R. SHEWAN, Esq., Chairman.

Hon. J. J. BELL-IRVING, Deputy Chairman.

A. Haupt, Esq.

E. Goetz, Esq. H. Schubart, Esq.

G. H. Mauduit, Esq. N. A. Siebt, Esq.

D. M. Moses, Esq. H. W. Shadé, Esq.

A. J. Raymond, Esq. H. E. Tomkins, Esq.

Chief Manager: Hongkong—J. R. M. SMITH, Esq.

Manager: Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

On Fixed Deposits:

For 3 months, 3½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [13]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000

Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chas Kit Shan, Esq. [C. Evans, Esq.

Chow Tung Shang, Esq. Julius Focke, Esq.

Chief Manager:

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 3rd May, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

Paid-up Capital Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsin-tung (Kiau-shou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION BANK OF LONDON, LTD.

DIREKTION DER DISCONTO GESELLSCHAFT,

INTEREST allowed on Current Account.

DEPOSITS received on terms, which may be learned on application. Every description of Banking and Exchange business transacted.

H. SCHOTTLAENDER,

Manager.

Hongkong, 15th April, 1902. [16]

HONGKONG

HOTEL.

Military Band during dinner on Saturday Nights.

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$4,750,000

TOTAL \$6,750,000

Head Office: NEW YORK.

Directors:

Samuel D. Babcock, Adrian Iselin Jr.

George F. Baker, James N. Jarvie.

August Belmont, Augustus D. Juillard.

Frederic Crounwell, Richard A. McCurdy.

Walter R. Gillette, Levi P. Morton.

E. H. Harriman, Walter G. Oakman.

G. G. Haven, Alexander E. Orr.

K. Somers Hayes, Henry H. Rogers.

Charles R. Henderson, H. M. Twombly.

Harry Payne Whitney.

Walter G. Oakman, President.
Adrian Iselin Jr., Vice President.

Henry A. Murray, John Gault, Manager.

3rd Vice President, Foreign Dept.

Wm. C. Edwards, E. C. Hebbard, Treasurer.

F. C. Hartman, R. G. Newton, Assistant Treasurer.

London Committee:

Arthur John Fraser, Chairman.

Donald C. Haldean, Honorable Levi P. Morton.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

London Bankers:

PARKS' BANK, LIMITED.

Hongkong Office:

4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

On Fixed Deposits:

For 3 months, 3½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH, Acting Manager.

Hongkong, 10th April, 1902. [12]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 15TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:

CANTON. PEKING.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENTSIN.

HANKOW.

This Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

per Annum Fixed Deposits for 3 months.

4½ " 6 "

5 " 12 "

E. W. RUTTER, Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-HOLDERS £800,000

RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

4½ " 6 " 3½ "

5 " 12 " 2½ "

T. H. WHITEHEAD, Manager.

Hongkong, 9th July, 1901. [12]

LANE, CRAWFORD & CO.

Peninsular and Oriental Steam Navigation Company.

(See Special Advertisements.)

* Via SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea.)

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Intimations.

To-day's
Advertisements.



THEATRE ROYAL,
CITY HALL.

BARNES' 20TH CENTURY
ENTERTAINERS.

Owing to the unsettled state of the weather, the THEATRE will be CLOSED and will RE-OPEN on FRIDAY EVENING, on which occasion there will be a GRAND MILITARY NIGHT.

SATURDAY NIGHT—LAST GRAND FAREWELL PERFORMANCE.

BOX PLAN AT THE ROBINSON PIANO CO., LIMITED.

Dollar Tickets may be had of the COLOUR-SERGEANTS, at the Barracks.

Hongkong, 14th May, 1902. [54d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

FRIDAY, the 16th May, 1902, at NOON,

at 20, Des Vaux Road.

A number of BICYCLES, CURIOS, EN-
GRAVINGS, PICTURES, a quantity of GLASSWARE, SUNDRY CROCKERY, BOILER, PACKING, HAMS, ASSORTED WINES.

ALSO:
A few CHANDELIER.

TERMS.—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 14th May, 1902. [54d]

WATKINS,
LIMITED,

66, QUEEN'S ROAD CENTRAL.

Hongkong, 3rd May, 1902. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

55.50 ♢ Cask of 375 lbs. Net ex Factory.

53.50 ♢ Bag of 250 lbs.

SHewan, TOME'S & CO.,
General Managers.

Hongkong, 15th March, 1902. [54d]

To-day's
Advertisements.

NOTICE.

DURING MY ABSENCE from Hongkong, MRS. OSBORN will sign as MANAGERESS for the Firm of WILLIAM POWELL, LIMITED.

By Order of the Board of Directors.

R. G. HECKFORD,
Manager.

Hongkong, 14th May, 1902. [54d]

WANTED.

A N ASSISTANT for "KOWLOON HOTEL"

Apply

BY LETTER.

Hongkong, 14th May, 1902. [54d]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND
FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the

above Ports, on FRIDAY, the 16th instant,

at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 14th May, 1902. [55d]

Intimation.

To-day's
Advertisements.

A. S. WATSON
AND CO., LTD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SCOTCH--WHISKY.

E

WATSON'S VERY
OLD LIQUEUR
SCOTCH WHISKY.

Our Celebrated E LIQUEUR WHISKY is a blend of the best WHISKIES distilled in Scotland. It is of great age, very fine and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE PAST.

PER DOZEN \$15.

A.—THORNE'S BLEND,
White Capsule, \$10.00 \$0.90

B.—WATSON'S GLENNOCHY
MELLOW BLEND, Blue Capsule, with Name and Trade

Mark 10.00 0.90

C.—WATSON'S ARIOLOUR-GLENLIVET, Red Capsule, with

Name and Trade Mark 12.00 1.00

D.—WATSON'S H. K. D.
BLEND of THE FINEST SCOTCH
MALT WHISKIES, Violet Cap-

ule 14.00 1.20

DANIEL CRAWFORD'S
FINEST VERY OLD SCOTCH
WHISKY 14.00 1.20

LOCAL AND GENERAL.

THE ENGLISH MAIL of the 12th April was delivered in London on the 10th inst.

INCLEMENT WEATHER prevented the bands from playing on the New Parade Ground this evening.

CHOLERA IN HONGKONG.—Six Chinese cases of cholera were notified during the 24 hours, ended at noon to-day.

FLOODED.—At the time of going to press Queen's Road Central is flooded for many yards opposite Messrs. A. S. Watson & Co.'s premises.

THE JAPANESE IN LONDON have presented an address and a casket to Baron Hayashi in appreciation of his share in the Anglo-Japanese Agreement.

RUSSIA'S FORCE.—According to a native report there are at the present moment upwards of 100,000 Russian soldiers in the three Eastern Provinces, 50,000 of whom are stationed in Manchuria.

THE COREAN EMPEROR'S JUBILEE.—The Corean Emperor has announced that a ceremony in celebration of the 30th anniversary of his accession to the Throne will be held on 8th October next.

LANDSLIP.—In consequence of yesterday's heavy shower, we learn from the Police, that there was a landslip in Kennedy Road, near the Tramway Bridge down in the Eastern District. The Albany Road has been partially torn up.

FOUR MEN of the 5th H. C. I. Regt. were charged, one with stealing a packed of Cigarettes and also with cutting and wounding the others for common assault. The case has been remanded from day to day and this morning as was further remanded until the 17th inst. at 10 a.m.

BRITISH CLAIMS IN SZECHUEN.—A

Chungking despatch to the *Tung Wen Hu* Pao reports that the mining concessions in Szechuan, asked for by Great Britain, include

the mines of eighteen different districts and that recently Viceroy Kuei Chun sent an expectant Taotai, named Ho, to Chungking to discuss the matter with the British Consul of that port.

THE HANKOWITES consoled themselves

after the recent flood, says the *China Gazette*, by holding a scratch race meeting in which the titles of the events were eloquent of the feeling

of the community over their recent disappointment.

There were the "Bad Weather" race,

the "Flood" race, the "Never too Late" race,

the "Souvenir of the Spring Meeting" race,

and the "Nil Desperandum" race, on the card.

DEPARTURES.—Among the passengers

who left by the *Empress of Japan* are Sir

Thomas Jackson and the Hon. J. J. Bell-

Irving. Several launches followed Sir

Thomas' launch and fired a lot of crackers.

As the steamer left her anchorage several

cheers were given by those on board the

launches. Among the passengers who left

by the *Princess Irene* we noticed the Hon. C.

P. Chater who leaves for England to attend the forthcoming coronation of His Majesty the King.

THE JOURNEY OF THE COURT.—On

the recent journey to the Eastern Tombs the Court was received with marks of the highest

consideration by the people of the districts

through which it passed. Presents were showered

upon them by people and officials alike, and

instructions have now been issued by the Em-

press-Dowager, that everyone who offered these

gifts be rewarded with the sum of two taels,

and each carrier who delivered the goods receive 2,000 cash.

Surely then it will be difficult to eradicate the gambling mania. If the fugee has a

ticket in the Derby Sweep, suit is some-

what inconsistent for him to sue a man

for trying to sell a lottery ticket. One form

of gambling must be just as vicious as

another.

THE ASSAULT.—Two stone cutters living at No

Ngau Tan Kok were each fined \$5 this morn-

ing for assaulting another stone cutter, living

at New Kowloon.

THE ASSOCIATION FOOTBALL MATCH

between England and Scotland was replayed

for the benefit of the sufferers in the Glasgow

disaster. Both teams scored two goals each

but although the result of the match was thus

a draw, Scotland, being one point ahead on

the international games, secures the Champion-

ship.

BARBAROUS BUT EFFECTIVE.—A

terrible blow down here from Tsun Hwa, says the

Tientsin paper, brings a story which is in-

herently not improbable. A well-known

general got the rebel chiefs to come down out

of the hills south of Jen Ho, where they were

inaccessible, to discuss the terms of a settle-

ment. They were invited to a feast, and when

well all were hacked to pieces by soldiers

who rushed in when a lieutenant shouted 'K'an.'

The general's complicity was uncertain of

course.

THE BOARD OF TRADE publishes a list of

officers designated in the Colonies to under-

take the duties of receiving and answering

commercial inquiries which may be addressed

to them, either by the Commercial Intelligence

Branch of the Board of Trade, or by merchants

and British traders who may seek advice. In

Hongkong it is the Harbour-Master, and in the

Straits Settlements, the Registrar of Imports

and Exports, Singapore.

PRINCE HENRY OF PRUSSIA FINED.—

Prince and Princess Henry of Prussia are at

present on visit to the Grand Duke of Hesse

at Darmstadt; and daily take long excursions

in the environs on their bicycles. One day

recently the party were overtaken when some

distance in the country by a rainstorm, and the

roads being very soft, took to the footpath.

Suddenly a policeman appeared in the way,

and, not recognising the cyclists, ordered them

gruffly to dismount and give their names and

addresses. The first culprit said, I am the

Grand Duke of Hesse and those are Prince

THE HONGKONG TELEGRAPH, WEDNESDAY, MAY 14, 1902.

Miners and the 1st Chinese Regiment, detachments of which had been selected to take part in the great ceremonies next month. Everyone on board appeared busy, the crew were making preparations to put to sea and looking to the

VAST QUANTITY OF BAGGAGE
coming in over the side, mothers and fathers, sisters and brothers, sweethearts and wives all had a few parting words to say to the soldier lads, and before one could realise it the order came to fall in on the port deck. Some didn't know exactly the place of muster, but having been satisfied on the point were quickly on parade. The 1st Chinese Regiment, twelve of their smartest men, were the first to spring to the attention. What a smart set of fellows they were! Every movement was keenly watched by an admiring crowd, and every compliment was paid them. Next came fourteen men of the Hongkong Regiment, all well-built and well-trained, while next to them stood six representatives of the Submarine Miners and beyond, were two non-commissioned officers and six men of the Royal Artillery, Hongkong and Singapore Battalion. At the further end of the deck stood the 47 men of the Hongkong Volunteer Corps. All waited patiently for the arrival of the General Officer Commanding and, when at length the order was given, the whole contingent

SPRANG TO THE ATTENTION
and remained steady, while Major-General Sir W. J. Gascogne inspected the ranks. Upon going the rounds he praised them on their appearance and enquired of each representative of the Hongkong Volunteers how long he had been in the Corps, and those having served a good length of time were complimented for their services. After inspecting the 1st Chinese Regiment, he observed that they were the first Chinese troops he had seen serving under the British flag, and people in England would be very interested in them. He regretted that it was wet yesterday evening because Hongkong people were unable to see them drill. But he inspected them last Saturday and as they had drilled so well he was sure the Britishers in Hongkong would like to have seen them on parade.

Passing back to the Indian Regiments, His Excellency remarked that he had been

SPECIALLY ASKED TO SEND HOME

men who had served a long time, as he understood each of them had done. There was no doubt that London would admire them; they wore a uniform that Londoners had not often seen. In that City they would see detachments of the finest troops in the world, and he was certain that each of them would carry himself in a way that would reflect credit on Hongkong—the Colony that was sending them.

Addressing the Royal Engineers, Major-General Gascogne said he was pleased that he was able to send

THE CHINESE SAPPERS
from Hongkong. They did remarkably well two years ago when there was trouble in the Hinterland; they stuck well with the other troops, and he was glad they were having the honour of being sent to England. He felt perfectly certain they would conduct themselves with credit, and he trusted each one would have a very enjoyable time.

He then passed along to where

OUR OWN BOYS
were standing and, addressing all ranks of the Corps, said it was a great honour and a great pleasure to him to be able to send a strong detachment of the Hongkong Volunteers to represent the Colony at the forthcoming Coronation. Since he had been in command of the Forces he had tried as they all knew, to help on the Hongkong Volunteers, and when the Legislative Council unanimously decided to send them.

REPRESENTING THE COLONY
it afforded him very great pleasure, for he felt perfectly certain it would have a lasting effect on the Regiment, as regards recruiting and as regards the energy and zeal with which they would do their work. He need hardly tell them they would be the sine-cure of all eyes, for there would be a great number of people who would look at a regiment coming from the Far East. They had to rub shoulders with the finest troops in the world—the Imperial Troops—the household troops of England, and he hoped and thoroughly believed they would carry themselves in such a way as to reflect credit on Hongkong, that sent them. He hoped they would have a thoroughly good time and felt perfectly certain that when he welcomed them back, he would hear the best report of them. In several ways he had tried to help them on. He had written to his friend, the Officer Commanding the Home District, asking him, as a personal favour

TO LOOK AFTER THEM,
and to detail a senior non-commissioned officer from his old Regiment to be with them and to help them on in every way possible. He had plenty of people in England who would tell him about the Corps, and he was certain he would have the best possible reports regarding them. He wished them every luck, a pleasant voyage, and trusted they would thoroughly enjoy themselves.

The contingent was then dismissed and the next few minutes were taken up with further handshakings. When at length all the laughters had left and everything was in readiness the bell rang in the engine room and the Empress of Japan steamed slowly away in the direction of Lyaesun Pass and was soon lost to sight in the mist.

OUR VOLUNTEERS
The following is a list of the members of the Hongkong Volunteer Corps who have left for England. It has already been published in these columns but will doubtless be of interest.

COTTAM & CO., FOR GENTS' BATH-INC-GEAR
COTTAM & CO., FOR TRESS'S STRAW AND FELT HATS
COTTAM & CO., FOR SUMMER CLOTHING

OFFICERS.

Major Chapman (in command).
Lieut. Armstrong, Field Battery.
FIELD BATTERV.
Sergeant T. Meek.
Corporal C. E. A. Hawce.
Bdmardier S. A. Seth.
Gunner T. Benning.
Gunner A. Asger.
Gunner T. Claridge.
Gunner L. R. Lammet.
Gunner P. Lapsley.
Gunner A. A. Alves.
Gunner H. E. Alves.
Gunner C. Leykum.
Gunner J. P. Jordan.
Gunner F. J. Baker.
Gunner J. Olsen.
Gunner J. Witchell.
Gunner E. R. Herton.
Gunner J. W. Kew.
Gunner J. C. Logan.

"A" COMPANY.

Sergeant J. T. Plummer.
Gunner S. L. Jenkins.
Gunner O. D. Thomson.
Gunner E. D. Wolfe.

"B" COMPANY.

Bombardier H. W. Sayer.
"C" COMPANY.
Corporal J. S. Gubbay.
Gunner C. E. Ellis.
Gunner L. Rose.
Gunner S. J. Michael.
"D" COMPANY.
Colour-Sergeant D. Mackenzie.
Sergeant J. I. Andrew.
Private H. S. Mather.
Private H. Horley.
Private B. Clarke.
Private J. R. Hainsworth.
Private R. Wichell.
Private P. J. Gillings.
Private R. G. Heckford.

"E" COMPANY.

Sapper R. R. Aitken.
Sapper C. G. Crane.
Sapper L. A. M. Edwards.
Sapper D. H. Pullen.

BAND.

Corporal A. Brown.

NEWS OF THE VOLUNTEERS.

Arrangements have been made by the Hongkong Telegraph to secure a complete account of the doings of the Coronation contingent. A representative of this paper is with them and will forward contributions from each port at which the vessel stops.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, at 4.15 p.m.

ORDERS OF THE DAY.

N.I.

AGENDA.

1. Minute by the Medical Officer of Health relative to the reopening of walls.
2. Plan of a latrine to be erected in proximity to No. 3 Police Station.

3. Telegram from Borneo relative to Cholera.
4. Report of the analysis of the public water supplies for the month of April, 1902.

CANTON NOTES.

(From Our Own Correspondent).
CANTON, May 13th.
RAIN.

We have had a down-pour at last. It began on Saturday night and poured for hours. The streets were flooded. In many places the sewers or drains had become choked up during the dry weather, and the water had to find its way along the streets. Sunday morning the streets looked like rivers in many places. The river rose high yesterday and from its muddy appearance the rain covered a wide area. At five o'clock yesterday afternoon the river had almost reached high water mark.

CHOLERA.

The number of deaths reported continues about the same as for the past ten days. The rain and the cool weather must soon reduce the death rate. Plague has not made much advance in the City. A few deaths are reported each day. The Chinese do not distinguish very closely between cholera and plague, so that we are left in the dark as to the prevalence of plague. Both plague and cholera are bad in Tai Leung, in the Shun Tak district. In the district city of Tsang Shing hundreds have died, mostly from plague. So great has been the mortality that coffins have to be ordered from the villages in the neighbourhood.

STEALING COFFINS.

The demand for coffins has become so great in some places and the price so high that the coolies who carry the coffin to the hills have an organized plan for stealing coffins. As is known, it often happens that the coffin reaches the grave too late in the day to be put into the grave and covered up. Sometimes it occurs that the coffin will remain beside the grave for days before it is covered. The coolies have taken advantage of this custom and during the night take the body and bury it without the coffin, and the coffin is taken away and sold. This has become very common about Tai Leung.

TAXES.

The Chinese have a very good way of increasing the taxes without causing a disturbance. One by one the articles are singled out and taxed. Nothing is said against a tax on any one article. But the articles selected have become very numerous. Soon everything will be on the list. Just now a tax is being levied on all hogs killed. This comes pretty close to the Chinese breadbasket. Perhaps "rice-pot" would be more appropriate. Already pork has increased in price until it has become a luxury to many. If the price is still further increased the poor chaps will bid farewell to pork.

COTTAM & CO., FOR TRESS'S STRAW AND FELT HATS

COTTAM & CO., FOR SUMMER CLOTHING

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A MAN TRAP.

To the Editor of the "HONGKONG TELEGRAPH." DEAR SIR.—Not having been a resident in this Colony for more than a few months I am not able to judge as to the veracity of my friends when they inform me that it is the common custom in these parts to leave the deep ditches that exist at the sides of a road when constructing an off-set road from it, thereby blocking the road for wheeled traffic and making a splendid water-jump for pedestrians during these rains. Of course the ditch was there long before the new road and therefore it's "blong olo custom." However, I think this rule might be departed from in the case of East Avenue, Kowloon as there are many people who would be benefited by the building of a small culvert in place of the ditch.

I am, Sir, yours,

G. O. G.

Kowloon, 14th May, 1902.

THE REAL OBJECTIVE OF REFORM.

(From the *North China Daily News*.)

The whole Empire has been deeply stirred within the past six months by the definite announcement that the Government, meaning the Empress Dowager, has decided upon a radical amendment of the educational processes of China, in the line of the reforms proposed and commanded by the Emperor himself four years ago, as a direct result of which he was deposed and has remained so ever since. It was his complaint at that time that the Governors-General, the Governors, and other high officials did not at once fall in with the Imperial plans, and when asked their opinion on the suggested changes firmly held their peace, until the Emperor threatened to cashier them unless they roused themselves and made some positive and adequate response.

It is interesting to see how exactly

HISTORY HAS REPEATED ITSELF.

The Empress Dowager in turn finds it convenient to advocate reforms of a startling and sweeping character, which she knows will be opposed by many. It was a great streak of good fortune all around that Yuan Shih-k'ai was already prepared with a well digested scheme of education which Her Majesty liked so well that she soon after ordered all the rest of the Empire to go and do likewise.

The our friends who edit the principal journals of that part of this Terrestrial Sphere lying outside of China, it seemed that now at last China has positively begun a career of amendment and advance, and the same was heralded to all the earth in telegrams and editorials past count. But no long time elapsed before it began to appear very questionable what was, really meant by this reform business (just as some of those tiresome persons whom George Wingrove Cooke used to stigmatise as "twenty-years-in-the-country-and-speak the language people" predicted would turn out to be the case.) All the talk has been of "Universities," when there are no materials out of which they can be formed. Institutions of this type we have little occasion to remind ourselves, but great need to remind the Chinese, are not a completed product put forth at one point of time, but a developed growth resulting from long periods of preparation.

THE REAL REQUIREMENT.

What the Chinese really require at the present stage of their new processes of advance are good primary schools in which shall be trained the material out of which may be developed the men upon whom China may hope to be able to lean. From the present race of Confucian scholars, whose only ambition is to cover their classical studies and attainments with a thin layer of "Western Learning," nothing valuable, we are persuaded, is to be expected. It is a law of mechanics that a body cannot arrive at a fixed position without passing through all the points intermediate between that of starting and the objective. Of this unalterable truth the Chinese, as a rule, have no more perception than of the laws of motion enounced by Kepler. Until they begin to apprehend it they will be floundering in educational mire under the impression that they are clothing themselves with the garb of Modern Learning.

In the practical as distinguished from the

THEORETICAL LINES OF REFORM there is one step which we should greatly rejoice to have taken, or if it cannot be taken, at least contemplated as a desirable object to be aimed at. There is no collection of persons in all the broad domains of the Celestial Empire whose conduct, and whose equipment, makes so much difference to the population of China as the men who serve as the magistrates of the thirteen hundred counties which are the unit of civil administration. Not one of these men is certain to have any antecedent preparation for his duties, and the greater part of them are most conspicuously unfit for their posts. Their superiors pay no attention to what they are doing unless there is some trouble, and then the longest pause is sure to win. What is needed is in the first place a recognition of

THE FATAL DEFECTS OF THE PRESENT SYSTEM.

The Chinese have a very good way of increasing the taxes without causing a disturbance. One by one the articles are singled out and taxed. Nothing is said against a tax on any one article. But the articles selected have

become very numerous. Soon everything will be on the list. Just now a tax is being levied on all hogs killed. This comes pretty close to the Chinese breadbasket. Perhaps "rice-pot"

would be more appropriate. Already pork has increased in price until it has become a luxury to many. If the price is still further increased the poor chaps will bid farewell to pork.

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Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions from E. A. HARDOON, Esq., to Sell by PUBLIC AUCTION, within his Residence, No. 3, Century Crescent, Kennedy Road, on FRIDAY, the 16th May, 1902, at 2.30 P.M., THE WHOLE OF HIS HOUSEHOLD FURNITURE, Comprising—

TAPESTRY COVERED DRAWING-ROOM SUITE, TEAKWOOD OVERMANTEL, WITH BEVELLED GLASS, TEAKWOOD SIDEBOARD and DINNER WAGGONS, WITH GLASS, MOROCCO-COVERED DINING-ROOM SUITE, DINNER SERVICE, DESSERT and TEA SETS, GLASSWARE, PICTURES, DOBBLE IRON BEDSTEADS with WIRE MATTRESS, CARPETS, RUGS, COOKING STOVE and UTENSILS, &c., &c.

Also:

One COTTAGE PIANO by J. & J. HOPKINSON, London;

A Quantity of FLOWER-POTS and PLANTS.

TERMS:—As Usual.

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Hongkong, 9th May, 1902. [546d]

PUBLIC AUCTION.

The Undersigned have received instructions to Sell by

PUBLIC AUCTION,

on WEDNESDAY, the 21st May, 1902,

at Smith Villa, East Magazine Gap, (the residence of F. Hohuk, Esq.)

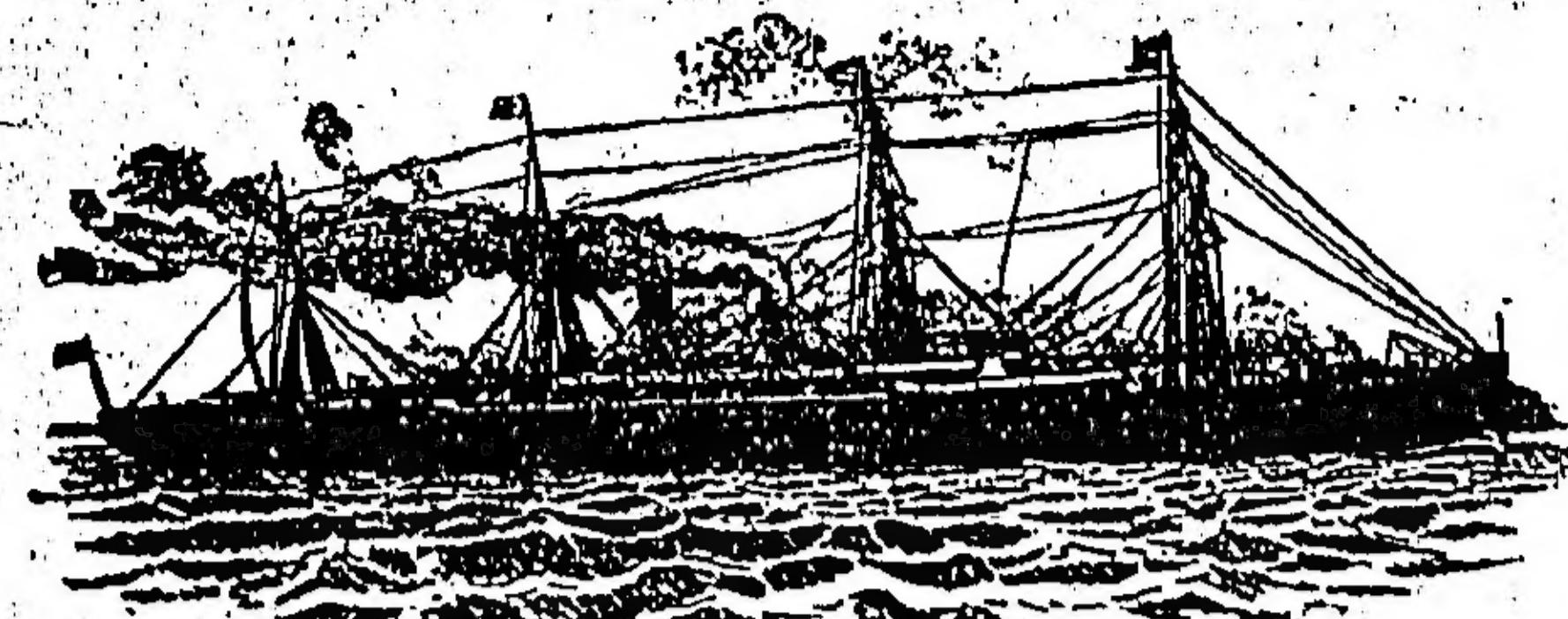
THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising—

TAPESTRY and PLUSH COVERED DRAWING ROOM SUITE, BLACKWOOD OVERMANTEL, MARBLE TOP TABLE, OVERMANTEL-CARVED DESK, BOOKCASE, LACE CURTAINS, EXTENSION DINING TABLE, TEAK CHAIRS, DINNER WAGONS, HATSTAND, WRINGING MACHINE (Special), SINGLE BRASS BEDSTEADS, SINGLE IRON and BRASS BEDSTEADS, MARBLE TOP WASH-STANDS,

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CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	FRIDAY, 16th May, at Noon.
"HONGKONG MARU"	FRIDAY, 23rd May, at Noon.
"CHINA"	SATURDAY, 31st May, at Noon.
"DORIC"	SATURDAY, 7th June, at Noon.
"NIPPON MARU"	TUESDAY, 17th June, at Noon.
"PEEU"	TUESDAY, 24th June, at Noon.

The O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 16th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

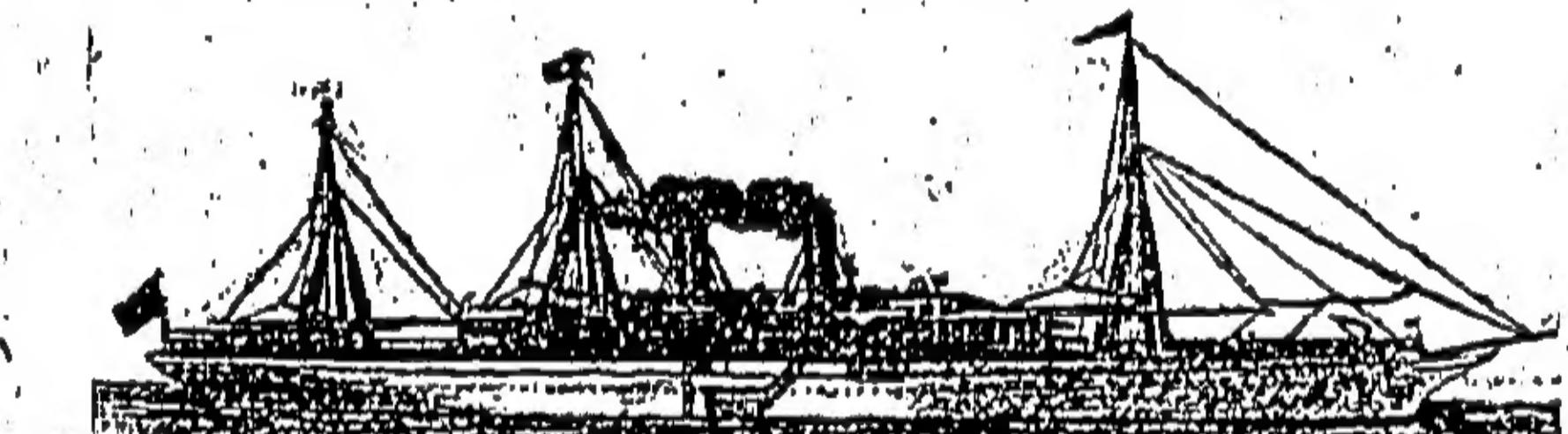
Consular Invoices to accompany each shipment of Cargo or parcel (value at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 13th May, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1902

1902

SAFETY, SPEED, PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. ATHENIAN.....	Comdr. H. Mowatt.....	WEDNESDAY, 21st May.
" EMPRESS OF CHINA".....	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 4th June.
" TARTAR"	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 21st June.
" EMPRESS OF INDIA".....	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 25th June.
" EMPRESS OF JAPAN".....	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 16th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make its voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD, Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

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The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisines are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 14th May, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFERDIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE; BLACK SEA and BALTIC FORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG:
SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.	NOTICE.
SAXONIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	21st May.	Freight.
SETHIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	4th June.	Freight.
SUEVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	18th June.	Freight.
STRASSBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	31st July.	Freight.
SAMBIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	15th July.	Freight.
SILESIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	30th July.	Freight.
Bahia.....	(Calling at SINGAPORE and COLOMBO).		For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 1st May, 1902.

INTIMATIONS.

NOTICE.

THE OFFICES OF THE HONGKONG TELEGRAPH CO., LIMITED, have now been REMOVED to No. 35, QUEEN'S ROAD CENTRAL.
Hongkong, 28th April, 1902.

PRIVATE TUITION.

COMMERCIAL SUBJECTS, MATHEMATICS, COACHING FOR EXAMS.
Apply to COLLEGEATE, C/o This Office, Hongkong, 1st May, 1902. [54d]ZETLAND HOUSE,
10, QUEEN'S ROAD CENTRAL.SUPERIOR Accommodation, Meals at all hours, Breakfasts, Teas, Dinners and Suppers. Moderate Charges.
MRS. WATLING,
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FOR ALL
SICKLY AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
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ANNUAL SALE SIX MILLION BOXES.
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THOMAS BEECHAM, St. Helens, England.SOLE AGENTS for HONGKONG and the
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WATKINS, LIMITED,
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WATCH MANUFACTURERS,
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DIAMOND MERCHANTS, JEWELLERS
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Sole Agents for "OMEGA" WATCHES.
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JEWELERS IN
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Goods of all kinds.
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An inspection is respectfully solicited.
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1 and 3, Lyndhurst Terrace.FOR Fancy Muslins and Pique, Flowered
Delaine, Ladies' and Children's Shoes,
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Hongkong, 1st May, 1902. [50d]

[24]

MEE CHEUNG,
PHOTOGRAPHER,TOP FLOOR of ICE HOUSE, in
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[145]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA).

DENTIST,

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ENTIRELY NEW STOCK of the Newest
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Rattan Furniture, Bamboo Blinds and
Matting of All Colours,
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Orders Executed Promptly.
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[145]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessel during her stay in
Hongkong Harbour.—FOXBOROUGH, British Bank, R. Purdy,
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GIRAUDET for Best FRENCH BREAD,
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[145]

PROFESSIONAL GLOBE
TROTTING.

(FROM THE "NORTH CHINA DAILY NEWS.")

It is rather the custom of the present day, especially when one has travelled far enough to reach the true Orient, to ridicule the globe trotter and all his works. His get up is at times remarkable enough; the case with which he is victimised marks him out as easy prey to the hundreds of land sharks, respectable and otherwise, that lie in wait for him; his omniscience is the theme of many a joke, and his general foolishness, exhibited of course in his total ignorance of local custom, gives the finishing touch to a picture that has more of interest in it to the exile than to the wanderer himself.

But there are globe-trotters and globe trotters. Some are not entirely undeserving of the popular opinion. But there are others. These are gentlemen who, like Dickens's troubler of the Circumlocution Office want to know: Their appetite for information is insatiable. Nothing comes amiss to them. Their brain pan is an omnium gatherum of facts, fancies, statics and dynamics. All that is, all that moves is of interest to them. They are travelling interrogation marks and their name is legion.

We have met and travelled with one. He was European, continentally, but cosmopolitan by nature. The languages that he could not patter in were mere dialects. His greatest interest was curvy, but anything gastronomic, anything that pertained to the galley, the cookhouse or the larder was to him of greater interest than affairs of state. He was the Kitchener of cooks. At home, wherever that was, and from his conversation it might have been New York, London, St. Petersburg or Manila, he was steward, majordomo, or some such functionary. When we knew him he had recently stayed in Shanghai and was loud in praise of the economical cookery that he had witnessed there amongst the natives. He had already published a cookery book for millionaires; he meant when he got "home" to bring out another on "How to live on nothing a month," which some day is to take Western civilisation by storm.

We have met and travelled with another professional traveller. There was no mistaking his nationality—and yet it was somewhat doubtful, for born of Canadian parents in Canadian territory he had lived the greater part of his life in the United States, and thus legally could claim protection from the Stars and Stripes which at every port he did not hesitate to do. He also was travelling for the benefit of his education and his business. Flush of money he hesitated at no expenditure to see and obtain, everything available, every thing that might be of use in the strenuous times to come when all his outlay was to be repaid, sevenfold into his bosom or more probably into his pocket. There were few things worth knowing about Shanghai trade that he did not know. He was genially cynical over the British policy which made of Hongkong and Shanghai tree ports. He would have kept them German follows out (his English was pronominally very free); if he had the laying down of the port regulations. Why should they be given the children's bread, etc., etc. That roughly was his opinion on our boasted free trade. He collected as he went along. He had beautiful fabrics made from pineapple fibre, a product of Philippine looms. He had samples of rubber from trees in the Straits, and he ridiculed a local idea that trees still in their teens or younger could be got to bear the precious gum in paying quantities. Wait till they are thirty or forty or more and then see; that was the fruit of his experience in Central and South America. As a travelling companion this gentleman was perfection. His

UNFLATTERING TO PORTUGAL.

REBEL CHIEF'S OPINION OF ENGLISH POWER.

The Portuguese expedition against Makombe, the recalcitrant chief in Mozambique, will start this month.

There are many complaints that the Portuguese have no authority in this part of East Africa, and a Portuguese soldier has just made an unflattering revelation by writing to the newspapers an account of how he was taken prisoner by Makombe. The Portuguese authorities sent officers with orders to Makombe to release him, and said the King of Portugal would punish him if he did not do so. Makombe laughed, and said the Portuguese King was under English orders, and he was not afraid of him, and would not release the soldier.

It was only when an Englishman living in the Barue came to interview the Chief and threatened him with England's displeasure that he set the soldier free.

This incident was commented on in Parliament, and Senator Santos Barroso remarked that such a state of things must speedily be altered, when things had come to such a pass that a Portuguese soldier was only given his liberty on Portuguese soil through an Englishman's intervention.—*Ex.*

HOUSING THE POOR.

PIONEER WORK IN CALCUTTA.

CALCUTTA, April 8th. A commendable step towards the removal of filthy and unsightly bustees in Calcutta has been inaugurated by Babu Sita Nath Roy in the erection of a commodious dwelling on an improved sanitary model for the use of the working-classes.

The building, which is situated in Elgin Road—one of the healthiest quarters of the town—was opened this morning by the Lieutenant-Governor of Bengal, who, in declaring the building open, said the plague, which had been amongst them for the last four years, had driven home to them very forcibly the pressing need for better and more sanitary dwellings for the people.

It was idle to leave a matter like this to the occasional and spasmodic impulse of philanthropists. The demand for good dwellings would never be met on that system, but he welcomed the proposal of Babu Roy, because it was a genuine attempt to build upon a plan which would very probably pay, and the basis of which was a model working-man's dwelling, which had been accepted in Bombay; but Babu Roy had modified and altered the original and rigid Bombay plan with his foresight and shrewdness.

The building, besides providing the poor with a comfortable and sanitary dwelling, also promised to give a reasonable commercial return on the cost of the construction.

The Lieutenant-Governor said he was grateful to Babu Roy for the lead he had taken in the matter. It was a pioneer movement, and he hoped it would be a precursor of many other improvements, based on similar plans for the construction of model dwellings for the poor of Calcutta.—*Ex.*

THE DEAD EMPIRE-BUILDER.

MANY VIEWS OF THE PASSING OF MR. RHODES.

MR. RHODES AS ALTRUIST. Cecil Rhodes had little sympathy for English society, and a moderate interest in English politics. He worked for himself.—*Figaro.*

IN SPITE OF FAULTS. With all his faults, and they were neither few nor small, Cecil John Rhodes was a great Empire-maker and a Great Englishman.—*Telegraph.*

AN EMPIRE-ROUNDER. He was the founder of an Empire, who will leave behind him the recollection of a powerful activity, a robust intelligence, and an unscrupulous ambition.—*Le Petit Parisien.*

SPIRIT OF THE AGE. Mr. Rhodes represented the spirit of our age—adventurous, pushing, enterprising, full of resource, energy, and a perhaps too-assertive materialism.—*Standard.*

A DESCRIPTIVE CHARACTER. Despite his ability, his energy and his audacious enterprises, Cecil Rhodes has died leaving his character less commanding than it had appeared to be.—*Journal des Débats.*

OUR ONLY GREAT MAN. No one can deny to Mr. Rhodes the comprehensiveness of the conception of his life's work—not the importance of his deeds. He was the only really great man of England. His death has left a great gap never to be filled.—*Berliner Tageblatt.*

ENGLAND'S INGRATITUDE. In any other country in the world the name of Cecil Rhodes would rank among the greatest of national heroes; but in England it has been decreed otherwise. Our treatment of the men who have made the Empire—in one of the darkest blots on British history.—*Globe.*

THE POWER OF MONEY. Mr. Rhodes always regarded money as the only possible instrument of conquest. His countrymen who are business men, will probably erect statues to his memory, but other nations which have not given up all their ideas of justice and right will condemn him severely.—*Le Matin.*

AN IRREPARABLE LOSS. The world loses one of the greatest men of modern times, the Empire loses one of her many devoted servants and South Africa loses her only real great man. The blank which Mr. Rhodes's death causes in Cape Colony will be most terribly felt; it leaves the Cape Parliament without a man of commanding ability.—*Cape Argus.*

ITALIAN SYMPATHY. Mr. Rhodes was the greatest of modern Eng-

lishmen, and with his death Imperialism has received a deep blow.—*Popolo Romano.*

On his bier all mirth and all reviling should be stopped. That would be the best way of obtaining peace in Africa.—*Voce della Verità.* Rome.

A GREAT MAN. South Africa has been the grave of many reputations, and some of them great ones, but there is no one who will occupy a more prominent place in its history than Rhodes—not so much because he was great in what he accomplished but because of the greatness of his ambitions and culture, and the methods he relied upon for their realisation.—*New York Sun.*

LIFE A CANNON-BALL. He was without religion, without love, and without ideals; he lived only for his schemes, and enjoyed life only as a cannon-ball enjoys space, travelling to its aim blindly and spreading ruin on its way. He was a great man—not a man who rendered immense services to his country, but humanity is not much indebted to him.—*Temps.* Paris.

THE EMPIRE'S LOSS. Of his personal magnetism—we can think of no other word to describe it—there is abundant evidence whether it be his treatment of the Maibele in his Matopos or the Raid Committee at Westminster. By his death the Empire loses one of her great men, who, had he lived, might, for all his mistakes, still have rendered it incalculable service.—*Westminster Gazette.*

ALWAYS FOR BRITISH PRESTIGE. Some men with a fortune like Rhodes's and more ambition for official pomp would have mounted the throne of South Africa and have established a wealthy and powerful kingdom there without much disturbance to the affairs of nations. He preferred to wield a power of business and money, leaving to others the tawdry honours of office, though always furthering British prestige.—*Press.* New York.

AN HEROIC FIGURE. He has carried the British flag over a territory nearly as great in extent as another British India. He has done more than any single contemporary to place before the imagination of his countrymen a clear conception of the Imperial destinies of our race; and with all the faults, which cannot be denied, with all the errors which have marred his noblest work, he stands an heroic figure round which the traditions of Imperial history will cling.—*Times.*

RHODESIA'S SYMPATHY. The people mourn not only for the genius that saved a large Empire for the homeland, but for the man who ever had an open heart and a generous hand. It is not too much to say that but for the fervent encouragement given by Mr. Rhodes to settlers in Rhodesia the white population would long ago have dwindled to next to nothing. It was a great achievement to obtain the territory; it was a still greater achievement to have kept the people in the country.—*Bulawayo Chronicle.*

AMERICAN OPINIONS. A typical captain of industry, of great energy, of large conceptions, but with little scruples. It was the latter quality that prevented the realisation of his grand dreams.—*New York Times.*

All ambition, not that of the individual, but of the national and racial dreamer who dreamed of English supremacy. A sublimated jingo.—*New York World.*

NOT ONLY WAS MR. RHODES AN EMPIRE-BUILDER, but he was an Imperialist Home Ruler, and his death comes at a time when his dream of a solidified South Africa is about to be realised.—*New York Tribune.*

LIGHTS ON PERIM ISLAND. MEMORIAL TO GOVERNMENT.

With reference to the improvement of the lights on the Island of Perim, the Bombay Chamber of Commerce has addressed a letter to the Secretary to the Government of Bombay, Marine Department, in which it is contended that it would be inexpedient, on a mere point of principle, to lose the present opportunity of effecting the improvements in question in conjunction with the reconstruction of the light on Kennedy Island. The reply given by the President of the Board of Trade to a question put to him in the House of Commons is quite equivocal as to the illegality of charging to the General Light House Fund the cost of those improvements. If that point is definite, the Bombay Committee conceive that nothing would be gained by contesting it in respect of a single and not very costly work. The question of principle involved appears, according to the *Advocate of India*, to be whether the fact that Aden and the mouth of the Red Sea are, for strategic purposes, placed under the Government of Bombay, ought reasonably to impose on that Government cost of lighting that waterway which is one of the most important to the shipping of the entire British Empire. This appears to the Bombay Chamber to be much too large a question of principle to be, even with the best of good will, settled by the Governments with the promptitude demanded by the present insufficient lighting of the Straits of Bab-el-Mandeb; and so purely a question of principle that the ultimate decision regarding it will be unaffected by the consent or refusal of the Government of India to discharge, tentatively and with reserve, the expenditure at present contemplated.

The Chamber of Commerce suggest that having regard to the real danger to shipping at present existing, the consequent call for prompt remedy, the relative smallness of the expenditure involved and the definite statement of the President of the Board of Trade that it would, at present, be illegal for his Department to contribute, it would be well that the Government of India should at once undertake the work without assistance, reserving the question of principle for subsequent discussion.

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lishmen, and with his death Imperialism has received a deep blow.—*Popolo Romano.*

On his bier all mirth and all reviling should be stopped. That would be the best way of obtaining peace in Africa.—*Voce della Verità.* Rome.

A GREAT MAN. South Africa has been the grave of many reputations, and some of them great ones, but there is no one who will occupy a more prominent place in its history than Rhodes—not so much because he was great in what he accomplished but because of the greatness of his ambitions and culture, and the methods he relied upon for their realisation.—*New York Sun.*

LIFE A CANNON-BALL. He was without religion, without love, and without ideals; he lived only for his schemes, and enjoyed life only as a cannon-ball enjoys space, travelling to its aim blindly and spreading ruin on its way. He was a great man—not a man who rendered immense services to his country, but humanity is not much indebted to him.—*Temps.* Paris.

THE EMPIRE'S LOSS. Of his personal magnetism—we can think of no other word to describe it—there is abundant evidence whether it be his treatment of the Maibele in his Matopos or the Raid Committee at Westminster. By his death the Empire loses one of her great men, who, had he lived, might, for all his mistakes, still have rendered it incalculable service.—*Westminster Gazette.*

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AN HEROIC FIGURE. He has carried the British flag over a territory nearly as great in extent as another British India. He has done more than any single contemporary to place before the imagination of his countrymen a clear conception of the Imperial destinies of our race; and with all the faults, which cannot be denied, with all the errors which have marred his noblest work, he stands an heroic figure round which the traditions of Imperial history will cling.—*Times.*

RHODESIA'S SYMPATHY. The people mourn not only for the genius that saved a large Empire for the homeland, but for the man who ever had an open heart and a generous hand. It is not too much to say that but for the fervent encouragement given by Mr. Rhodes to settlers in Rhodesia the white population would long ago have dwindled to next to nothing. It was a great achievement to obtain the territory; it was a still greater achievement to have kept the people in the country.—*Bulawayo Chronicle.*

AMERICAN OPINIONS. A typical captain of industry, of great energy, of large conceptions, but with little scruples. It was the latter quality that prevented the realisation of his grand dreams.—*New York Times.*

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Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR

STEAMERS.

TO SAIL

WEI-HAI-WEI and TIENTSIN	19th May.
SHANGHAI and CHINKIANG	19th May.
MANILA	19th May.
AMOV, SAMARANG and SOURABAYA	19th May.
SHANGHAI	19th May.
PONT DARWIN, THURSDAY ISLAND, C-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & M'BOURNE	19th May.
(Taking Cargo and Passengers at through Rates for New Zealand Ports).	19th May.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is curried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,
AGENTS.**

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE,
GLASGOW and LIVERPOOL	"POLYPHEMUS"	14th May, 1902.
"	"PELEUS"	21st "
"	"STENTOR"	29th "
"	"ALCINOUS"	4th June, "

HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE,
"GLAUCOUS"		27th May, 1902.
"AGAMEMNON"		10th June, "
"STENTOR"		24th June, "
"ALCINOUS"		8th July, "

FOR LIVERPOOL (DIRECT). (Taking Cargo at LONDON RATES).

"ACHILLES" 20th May, 1902.

"DEUCALION" 10th June, "

For Freight, apply to

**BUTTERFIELD & SWIRE,
Agents. O. S. N. Co.**

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,

Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA,"

and

"INDRASHAMHA,"

between

HONGKONG AND PORT LAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,

and YOKOHAMA.

THE Steamship "INDRAPURA" will be despatched for PORTLAND (OR.) on or about the 21st instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.

FOR TAMSWI*	"DAIGI MARU"	T. Kitano	SUNDAY, 18th May.
FOR FOOCHOW* "ANPING MARU"	K. Suzuki	WEDNESDAY, 21st May.	
FOR TAMSWI* "DAIJIN MARU"	T. Ogata	SUNDAY, 25th May.	
FOR ANPING* "MAIDZURU MARU"	T. Saito	WEDNESDAY, 28th May.	

* Via SWATOW and AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamswi to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 14th May, 1902.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL. (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG:

"MOGUL" About 20th May.

"MACDUFF" 24th May.

"SATSUMA" 7th June.

"SHIMOSA" 21st June.

"HEATHBURN" 21st June.

"RICHMOND CASTLE" 21st June.

For Freight and further information, apply to

DODWELL, & CO., LIMITED,

Agents.

Hongkong, 13th May, 1902.

SHewan, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"QUEENSLAND"

Captain Gray, will be despatched for the above Port, on TUESDAY, the 20th instant, at 5 P.M.

For Freight, apply to

SHewan, TOMES & CO., Agents.

Hongkong, 12th May, 1902.

[423d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARA-

CHIADEN, SUEZ and PORT SAID.

(Taking Cargo through routes to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA"

Captain Fellner, will be despatched as above on THURSDAY, the 23rd instant, P.M.

The steamer has capital accommodation for passengers. Electric light and carries a doctor.

For Information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 1st May, 1902.

[43d]

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Shipping—Steamers.

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FOR

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TO SAIL

"KWEIYANG"	19th May.
"WOOSONG"	19th May.
"SUNGK'ANG"	19th May.
"SHANTUNG"	19th May.
"PAOTING"	19th May.

"TSINAN" 20th May.

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FOR	STEAMERS.	DUE,
FOR LONDON	"SALAZIE"	27th May, 1902.
"	"SALAZIE"	10th June, "
"	"SALAZIE"	24th June, "
"	"SALAZIE"	8th July, "

THE HONGKONG TELEGRAPH, WEDNESDAY, MAY 14, 1902.

Post Office.

A Mail will close—
For Canton—Per *Hankow*, to-morrow, the 15th instant, at 7.30 A.M.
For Hongay—Per *Benlaric*, to-morrow, the 15th instant, at 8 A.M.
For Haiphong—Per *Pronto*, to-morrow, the 15th instant, at 9 A.M.
For Siam and Bangkok—Per *Rajahut*, to-morrow, the 15th instant, at 9 A.M.
For Singapore—Per *Japan*, to-morrow, the 15th instant, at 11 A.M.
For Quon-chow-wan, Hoihow, Pakhoi and Haiphong—Per *Huc*, to-morrow, the 15th instant, at 11 A.M.
For Wei-hai-wei and Tien-tsin—Per *Kweiyang*, to-morrow, the 15th instant, at 11 A.M.
For Macao—Per *Keung-chuan*, to-morrow, the 15th instant, at 11 A.M.
For Shanghai—Per *Worong*, to-morrow, the 15th instant, at 4 P.M.
For Canton—Per *Purwan*, to-morrow, the 15th instant, at 5 P.M.

For Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Gothic*, on Friday, the 16th instant, at 11 A.M.

For Singapore, Penang and Calcutta—Per *Loring*, on Friday, the 16th instant, at 1 P.M.

For Manila—Per *Zafiro*, on Friday, the 16th instant, at 3 P.M.

For Shanghai—Per *Leyden*, on Friday, the 16th instant, at 4 P.M.

For Nagasaki and Vladivostock—Per *Kron*, on Saturday, the 17th instant, at 11 A.M.

For Nagasaki—Per *Eadsburg*, on Saturday, the 17th instant, at 3 P.M.

For Europe, &c., India, via *Tuticorin*—Per *Tenkai*, on Monday, the 19th inst., at 11 A.M.

For Manila—Per *Sungkang*, on Monday, the 19th instant, at 4 P.M.

For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Tsinan*, on Tuesday, the 20th instant, at 3 P.M.

For Amoy, Samarang and Sourabaya—Per *Shantung*, on Tuesday, the 20th inst., at 4 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, H.C.—Per *Albertian*, on Wednesday, the 21st instant, at 11 A.M.

For Shanghai—Per *Pacton*, on Wednesday, the 21st instant, at 4 P.M.

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VESSELS IN PORT.

Steamers

AMARA, British steamer, 1,650, C. J. Mattock, 13th May.—Samarang and Sourabaya 3rd May, Sugar—Jardine, Matheson & Co.
ATHENIAN, British steamer, 3,880, H. Mowatt, 6th May.—Vancouver, 7th April, and Shanghai 3rd May, General—C. P. R. Co.
BABELSBERG, German steamer, 1,379, A. Reckmann, 17th May—Mororan 3rd May, Coal—E. A. Trading Co.
BENLARIC, British steamer, 1,453, Krobbe, 9th May—Mojii, 2nd May, Coals—Gibb, Livingston & Co.
CHINA, German steamer, 1,110, E. Krubbe, 5th May—Samarang 26th April, Sugar—E. A. Trading Co.
GARLIC, British steamer, 2,691, William Finch, R.N.R., 13th May—San Francisco 8th April—Honolulu 15th, Yokohama 29th, Kobe 30th, Nagasaki 3rd May, and Manila 11th, Mails and General—O. & O. S. Co.
GERMAN, German steamer, 650, Ueldeper, 12th May—Hoichow, 11th May, Rice and Pigs—Jensen & Co.
HIKOSAN MARU, Japanese steamer, 2,302, P. Hallstrom, 13th May—Kuchinozu 8th May, Coal—Mitsui Bussan Kaisha.
HOLSTEIN, German steamer, 985, Lorenzen, 8th May—Cheribon 29th April, Sugar—Jensen & Co.
HOP SANG, British steamer, 1,359, J. Hay, 13th May—Mojii 7th May, Coals—Jardine, Matheson & Co.
HUE, French steamer, 702, G. Godinan, 12th May—Haiphong 8th May, Pakhoi 9th, Hoichow 10th, and Quon-chow-wan 11th, Rice and Sugar—A. R. Marti.
IBADAN, British steamer, 473, W. Winch, 8th May—Bangkok 29th April, Rice—Order—Chief officer Mr. Homeward, and officer Mr. Gilroy, 3rd officer Mr. Robertson, Chief engineer Mr. Tom Kerr, and engineer A. Baker, 3rd engineer A. P. Proudfoot.
The officers of the s.s. "Hainan" are:—Chief officer C. Mutton, 2nd officer R. Williams, Chief engineer G. Strath, and engineer I. Sayers, 3rd engineer P. Walters, Mr. Ramsey Chief engineer on leave.
The Marshall 2nd officer having obtained a shore appointment has left the steamer "Australian."

SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

April 11th.

The officers of the s.s. "Hang Sang" are:—Chief officer Mr. Homeward, and officer Mr. Gilroy, 3rd officer Mr. Robertson, Chief engineer Mr. Tom Kerr, and engineer A. Baker, 3rd engineer A. P. Proudfoot.

The officers of the s.s. "Hainan" are:—Chief officer C. Mutton, 2nd officer R. Williams, Chief engineer G. Strath, and engineer I. Sayers, 3rd engineer P. Walters, Mr. Ramsey Chief engineer on leave.

The Marshall 2nd officer having obtained a shore appointment has left the steamer "Australian."

April 14th.

The officers of the s.s. "Yusheng" are:—Capt. Lewis H. Rukards, chief mate Malcolm A. Chell, second mate Jacob Call, chief engineer Donald Sart, and engineer J. R. McBain, 3rd engineer Aubrey Smart.

April 21st.

The officers of the s.s. "Pekin" are:—E. M. MacBarnet, Chief officer; E. H. Orchard, 2nd officer; from R.M.S. "Persia"; A. H. Ayres, 3rd officer; H. J. Jones, 4th officer; from R.M.S. "Parramatta".

April 26th.

The officers of the s.s. "Zafiro" are:—A. Frayer, chief officer E. W. Hecker, promoted to 2nd officer vice J. L. Lang, on vacation, T. C. Swaby, ex P. & O. "Chusan", appointed 3rd officer, 4th officer position vacant, A. Henderson, chief engineer vice W. Roberts, retired J. C. A. Smith, and engineer J. Carsons, 3rd engineer.

The s.s. "Loosok" is 2nd officer having obtained a shore appointment has left the steamer "Australian."

May 1st.

The s.s. "Mayne" is Mr. W. L. Halls, late chief engineer stopped back on leave Mr. T. Brown, late of the Ben Line takes his place.

The s.s. "Fausing" is Capt. S. J. Payne, relieved Capt. S. A. Mitchell. Capt. Mitchell gone home for new ship.

May 3rd.

The officers of the s.s. "Serbia" are:—Mr. H. Engell, went on leave in Hamburg, and Mr. L. Schlimbach took his place. The purser, Mr. E. Handers, the 2nd engineer Mr. Walter Stricker, and the 3rd engineer A. Knauck came board at Hamburg.

May 5th.

The ss "Duke of Fife" is a new fourth officer has been appointed viz. H. L. Quick, late of British ship "Pinnace".

May 6th.

The officers of the s.s. "Yensang" are:—Capt. B. H. Wolfe, Mr. Meyrick, chief officer, Mr. Lawrence Threlfall, and officer Mr. Bertie, 3rd officer Mr. Will Gow, chief engineer, Mr. L. P. Thomas and engineer, Mr. J. Legg, and engineer.

May 9th.

The officers of the s.s. "Lat Sang" are:—Chief officer Mr. Courtney, 2nd officer V. Mc. C. Lidderdale, 3rd officer E. Gosling, Chief engineer D. Mackraken, and engineer Simpson, 3rd engineer Nurdock, 4th engineer Tilley.

May 10th.

The officers of the s.s. "Tsinan" are:—Capt. Charles Lindhout, chief officer D. J. Bridger, and officer C. Plunkett Cole, 3rd officer A. W. Boddy, chief engineer, J. Kincaid, and engineer H. Peale, and engineer P. Macquaire, 4th engineer.

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The officers of the s.s. "Lat Sang" are:—Chief officer Mr. Courtney, 2nd officer V. Mc. C. Lidderdale, 3rd officer E. Gosling, Chief engineer D. Mackraken, and engineer Simpson, 3rd engineer Nurdock, 4th engineer Tilley.

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